## Please add the following new claims:

11. (New) A method for controlling a speed of a vehicle, comprising the steps of:

in the vehicle to be controlled, measuring one of a yaw rate and a rotation rate to determine a curvature of a trajectory of the vehicle;

causing one of a proximity sensor and a position sensor to detect one of at least one vehicle traveling ahead and at least some other object within a sensing range, with regard to an offset from a travel course of the vehicle to be controlled;

determining a travel-course offset of a vehicle driving ahead in preset measuring cycles;

delaying the travel-course offset of the vehicle traveling ahead by a predefined time lag; and

ascertaining a historical travel course offset in accordance with a then active curvature of the trajectory of the vehicle to be controlled.

12. (New) The method according to claim 11, wherein:

the predefined time lag is selected such that the historical travel-course offset is determined after approximately half of a distance between the vehicle to be controlled and the vehicle driving ahead.

13. (New) The method according to claim 11, wherein:

the historical travel-course offset is determined in accordance with the relation  $yc_{hist} = yv_{hist} - k*d_{hist}^2/2$ ,  $d_{hist}$  likewise being one of generated and estimated as a historical distance between the vehicle to be controlled and the vehicle driving ahead on the basis of a delay.

14. (New) The method according to claim 13, wherein:

the historical distance is estimated according to the relation  $d_{\text{hist}} = d_{\text{active}}$  -

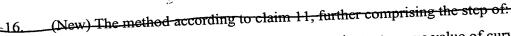
r\*t<sub>hist</sub>.

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(New) The method according to claim 12, further comprising the step of: supplementing a time span until a maximum value t<sub>hist</sub> is reached by a component that

increases with a duration of observation to form thist/dyn.





at any one time, delaying by a preset value an instantaneous value of curvature of the trajectory of the vehicle to be controlled, the delay being considered as well in the determination of the historical travel-course offset.

17. (New) The method according to claim 11, further comprising the step of:

for an active travel-course offset and the historical travel-course offset, determining a lane probability of the vehicle driving ahead for at least one of an own lane and adjacent lanes of the vehicle to be controlled.

- 18. (New) The method according to claim 15 further comprising the step of:
  mixing two lane probabilities as a function of a quality of one of the historical
  travel-course offset to form a new value.
- 19. (New) The method according to claim 11, further comprising the step of: in the vehicle to be controlled, providing a number of further detection devices for measuring positions of objects driving ahead; and

to select an object driving ahead as a vehicle to which a speed of the vehicle to be controlled is to be adapted, evaluating and weighting all results from the further detection devices.

20. (New) The method according to claim 19, wherein:

the evaluation and weighting are carried out using one of a video camera, a satellite-supported navigational system, a system for analyzing fixed destinations, and a system for determining a collective yaw rate of objects driving ahead.

## **Remarks**

This Preliminary Amendment cancels original claims 1 to 10, without prejudice, in the underlying PCT Application No. PCT/DE01/01276. The Preliminary Amendment also adds new claims 11-20. The new claims conform the claims to U.S. Patent and Trademark Office rules and do not add new matter to the application.

In accordance with 37 C.F.R. § 1.121(b)(3), the Substitute Specification (including the Abstract, but without the claims) contains no new matter. The amendments